



MPO/RPO Structure
Business Changes
Strategic Highway Corridors



Lori's Top Eight List of Things That Have Changed or May Change

8) The title of this presentation because who knows what “MPO/RPO structure. Business

Ch
Pro



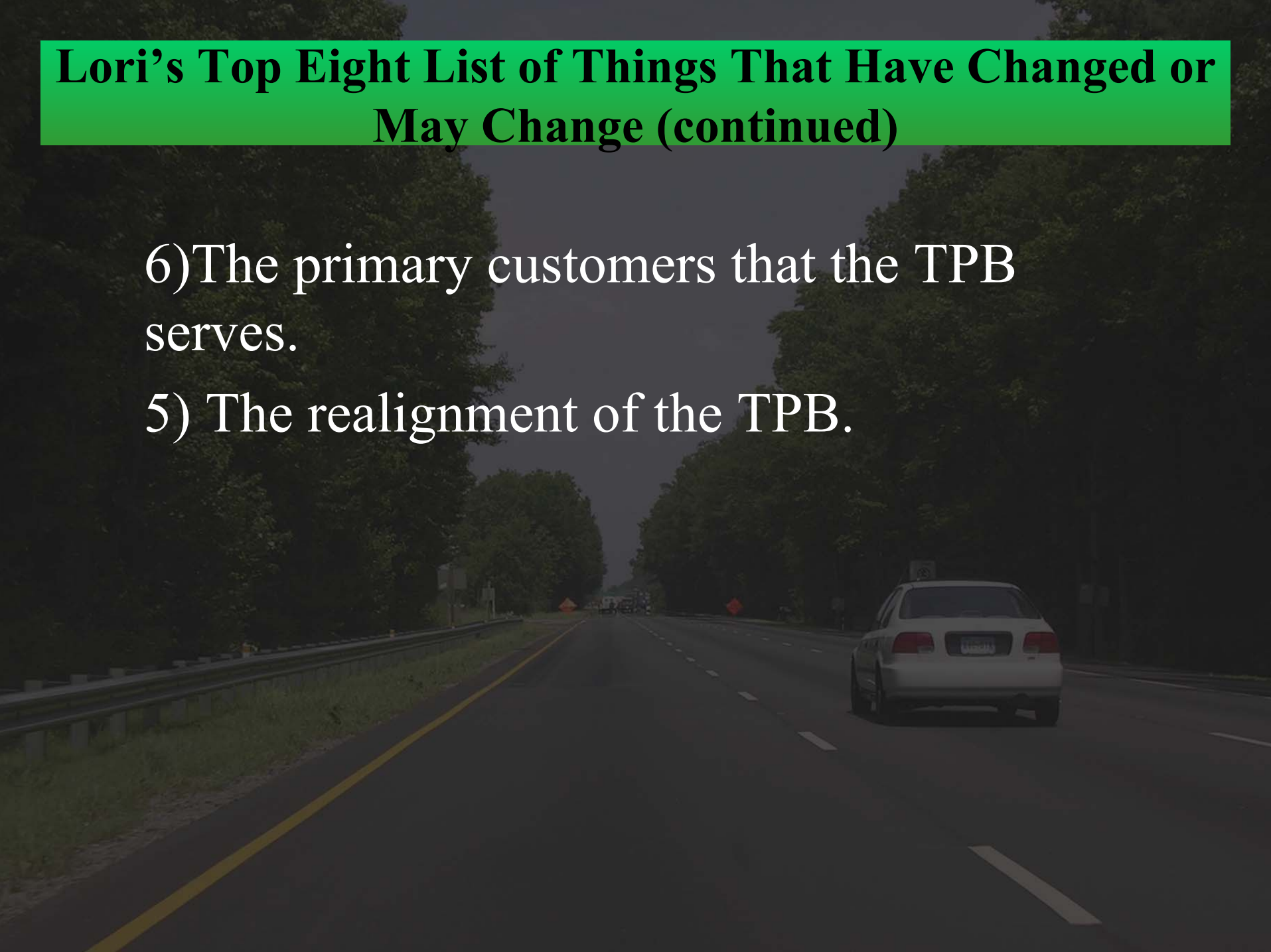
anyway.

7)The name of the Branch where I work.

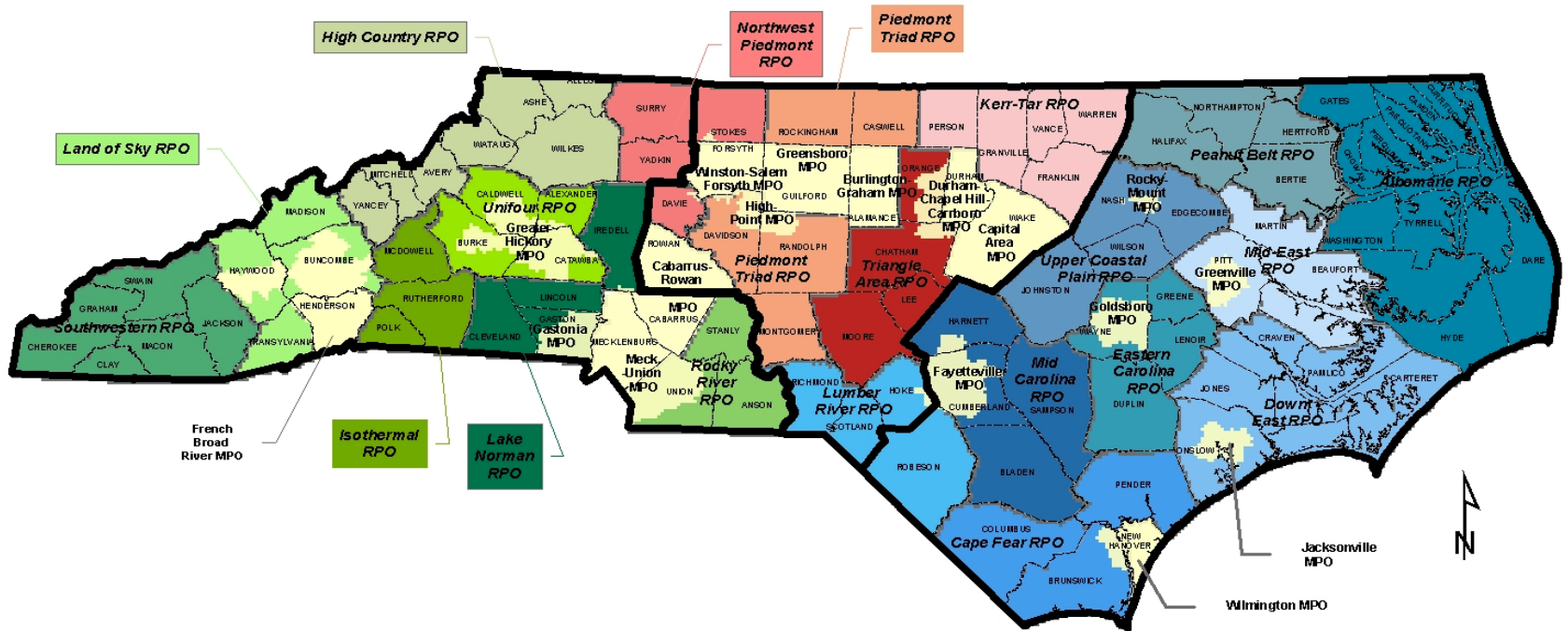
Lori's Top Eight List of Things That Have Changed or May Change (continued)

6) The primary customers that the TPB serves.

5) The realignment of the TPB.



North Carolina Rural Planning Organizations and Metropolitan Planning Organizations



Legend

- Transportation Planning Groups
- MPO Boundaries

0 20 40 80 120 Miles

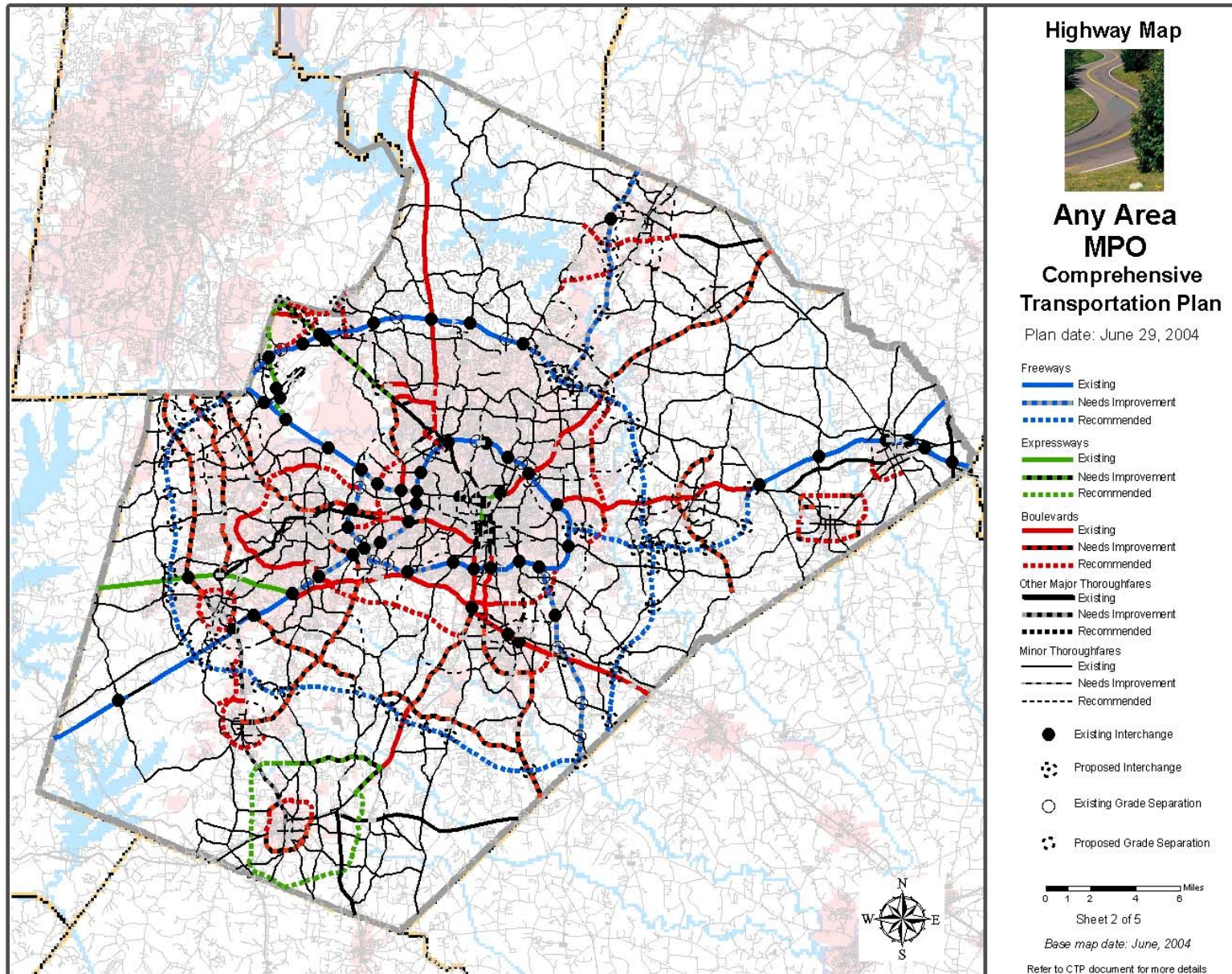
Map Created by
North Carolina
Department of Transportation
Transportation Planning Branch
July 23, 2004

Lori's Top Eight List of Things That Have Changed or May Change (continued)

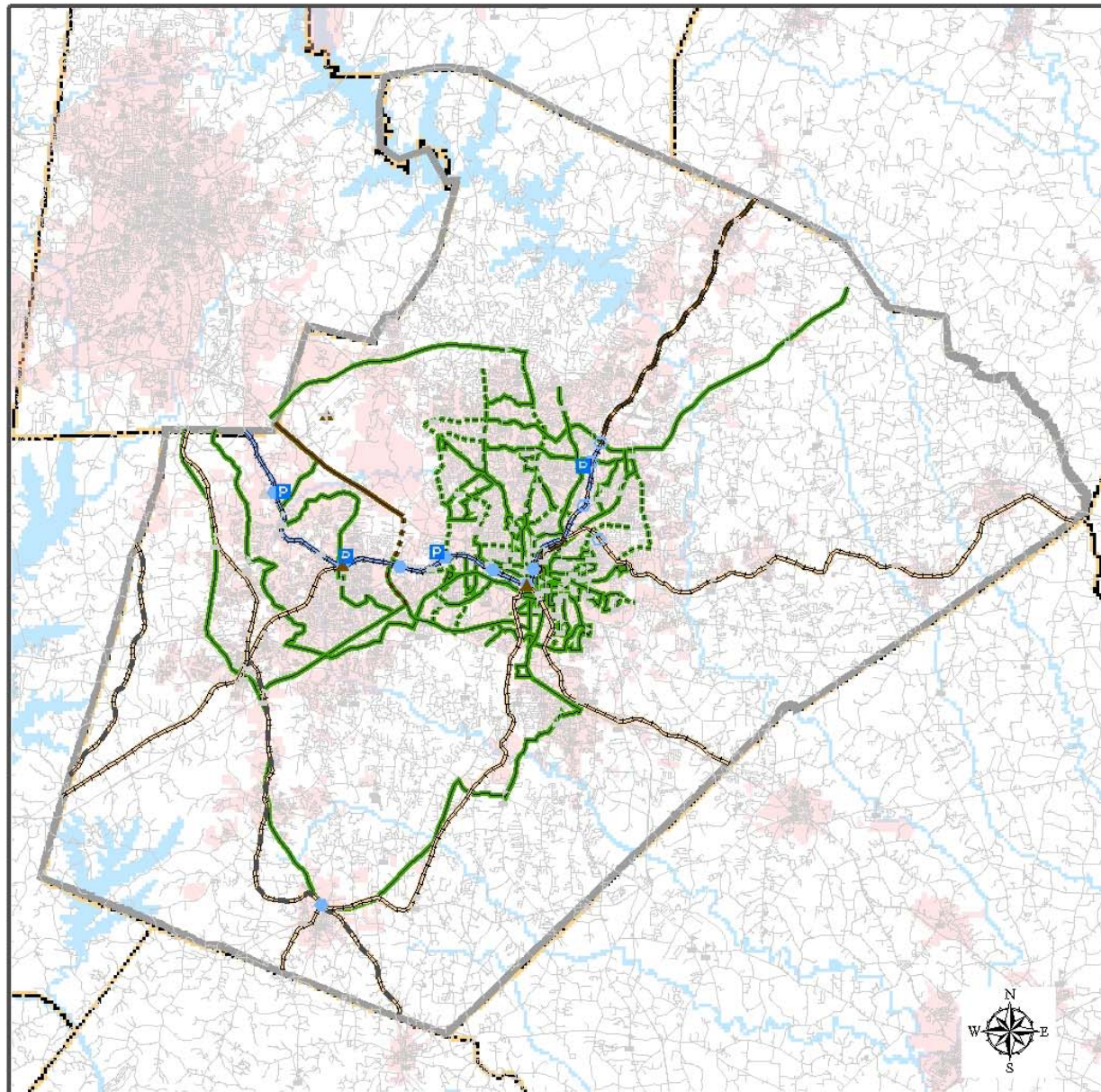
4) The primary product that we deliver.



Comprehensive Transportation Plan



Comprehensive Transportation Plan



Public Transportation and Rail Map



Any Area MPO

Comprehensive Transportation Plan

Plan date: June 29, 2004

Bus Routes

- Existing
- Needs Improvement
- Recommended

Fixed Guideway

- Existing
- Needs Improvement
- Recommended

Operational Strategies

- Existing
- Needs Improvement
- Recommended

Rail Corridor

- Active
- Inactive
- Recommended

High Speed Rail

- Existing
- Recommended

Rail Stops

- Existing
- Recommended

Intermodal Connector

- Existing
- Recommended

Park and Ride

- Existing
- Recommended

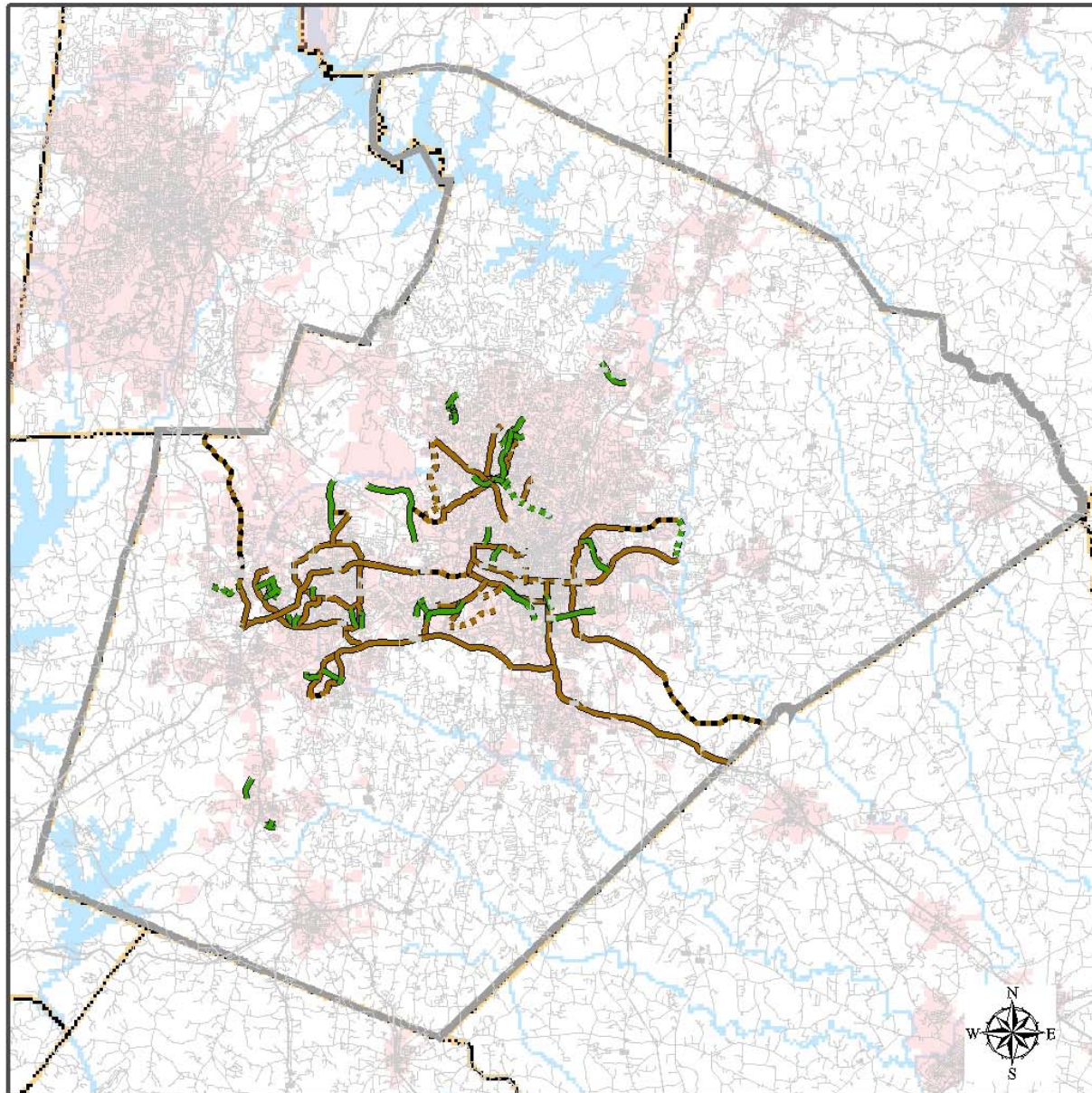
0 1.25 2.5 5 7.5 Miles

Sheet 3 of 5

Base map date: June 29, 2004

Refer to CTP document for more details

Comprehensive Transportation Plan



Bicycle Map



Any Area MPO

Comprehensive Transportation Plan

Plan date: June 29, 2004

On Road

- Existing
- Needs Improvement
- Recommended

Off Road

- Existing
- Needs Improvement
- Recommended

0 1.25 2.5 5 7.5 Miles

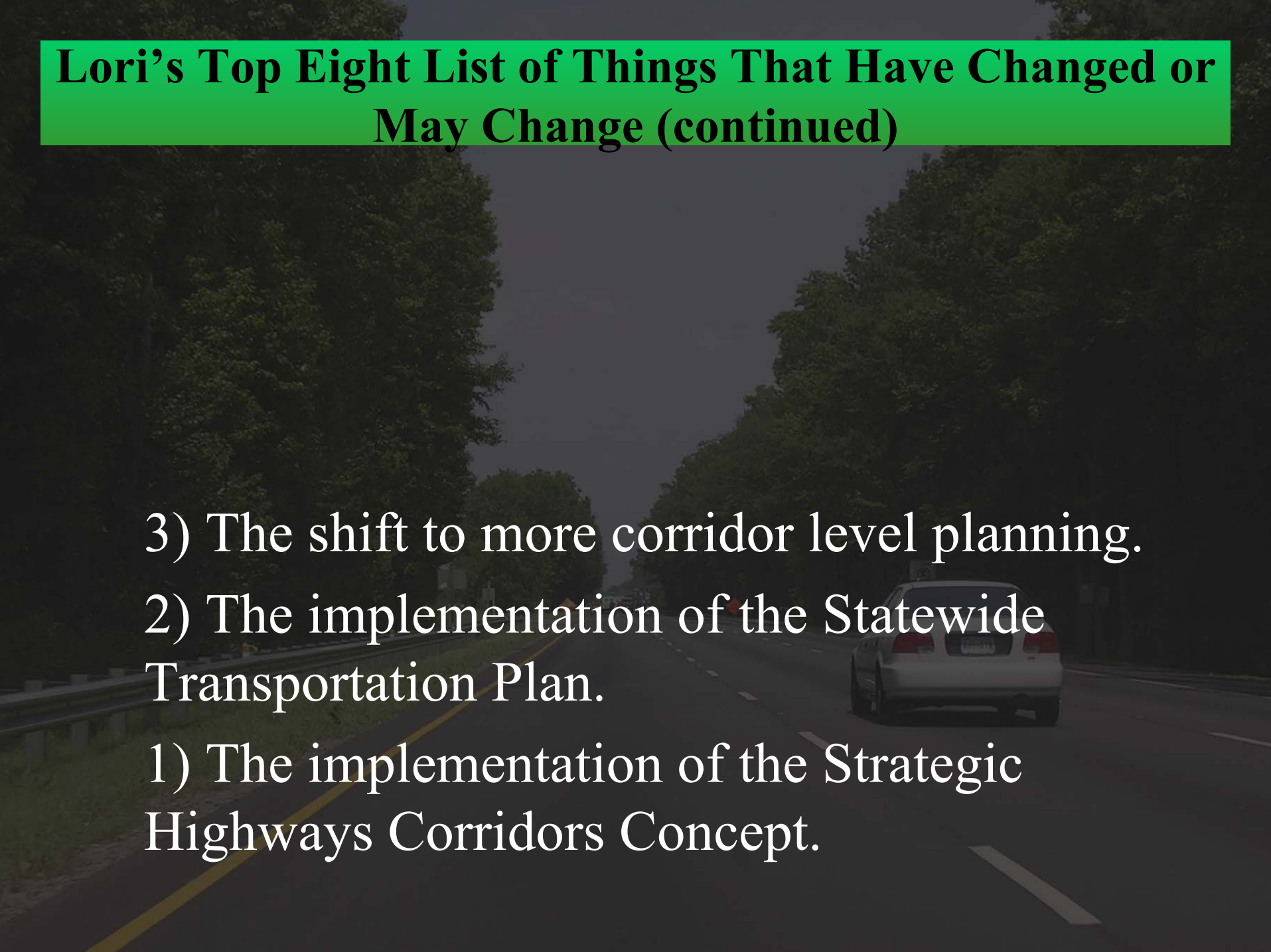


Sheet 4 of 5

Base map date: June 29, 2004

Refer to CTP document for more details

Lori's Top Eight List of Things That Have Changed or May Change (continued)

- 
- A background image of a car driving away on a two-lane road lined with trees. The car is a silver sedan, and the road has a yellow center line and white dashed lane lines. The trees are dense and green, and the sky is overcast.
- 3) The shift to more corridor level planning.
 - 2) The implementation of the Statewide Transportation Plan.
 - 1) The implementation of the Strategic Highways Corridors Concept.

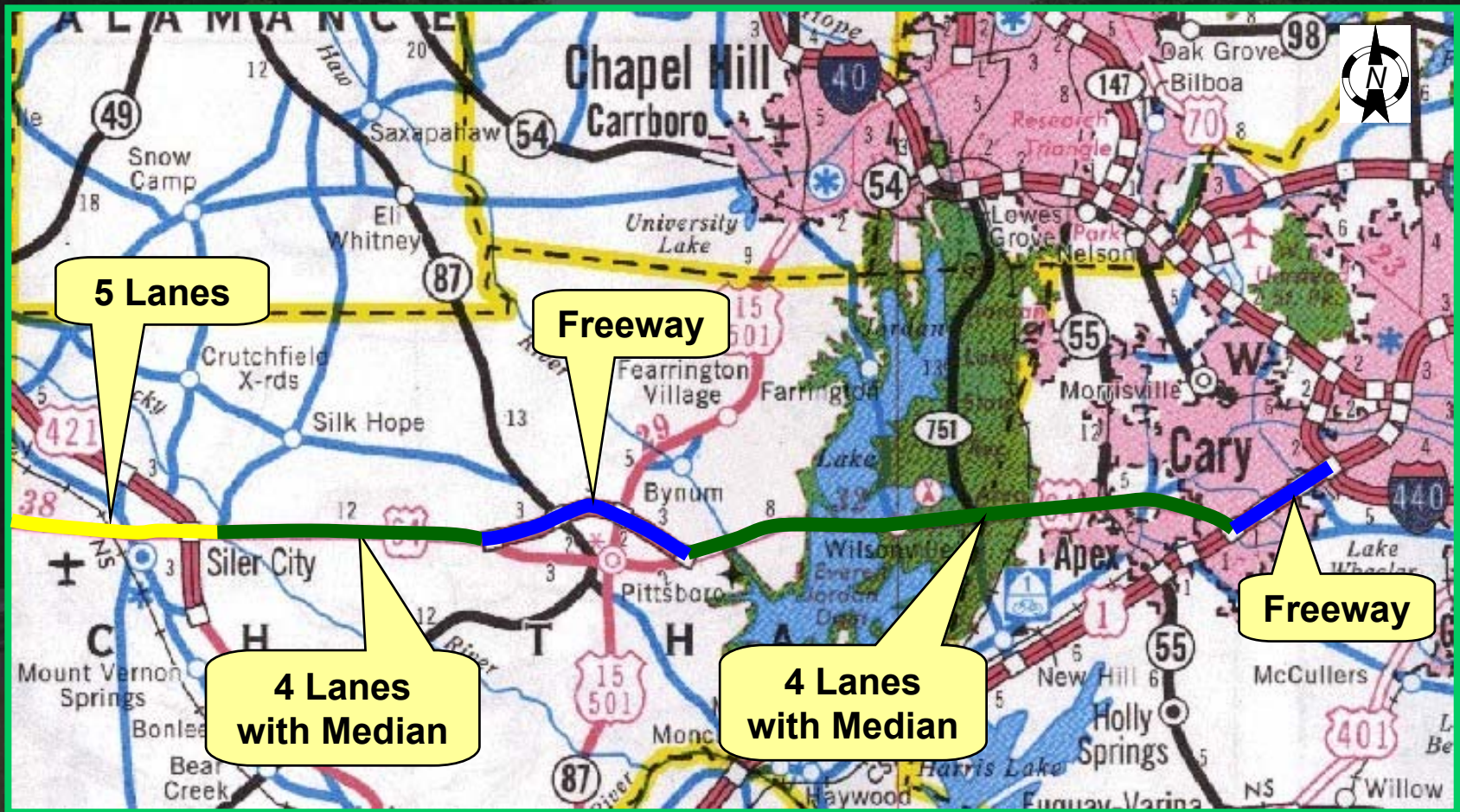


Strategic Highway Corridors

north carolina department of transportation



Strategic Highway Corridors



Strategic Highway Corridors

"A set of Existing Highways Vital to Moving People and Goods within and just outside North Carolina"

Goals

- Create Up Front Vision for each Corridor
- Affect Long-Term Decision Making
 - Funding Decisions
 - Project Planning Decisions
 - Design Decisions
 - Day to Day Decisions (ex: Driveway Permits)
 - Local Land Use Decisions



Strategic Highway Corridors

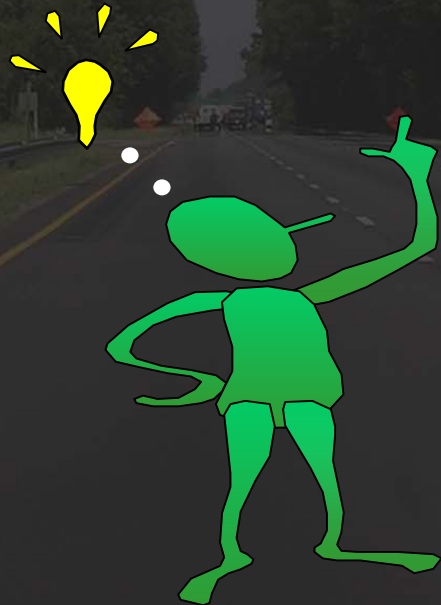
What will this do?

- Promotes Mobility & Creates Connectivity
- Fosters Economic Prosperity
- Minimizes Impact to the Environment
- Wiser use of Limited Dollars

Corridor Selection

How Did We Identify these Roads (Corridors)?

- Objective Criteria
- Other Factors
- Level of Subjectivity (Common Sense)



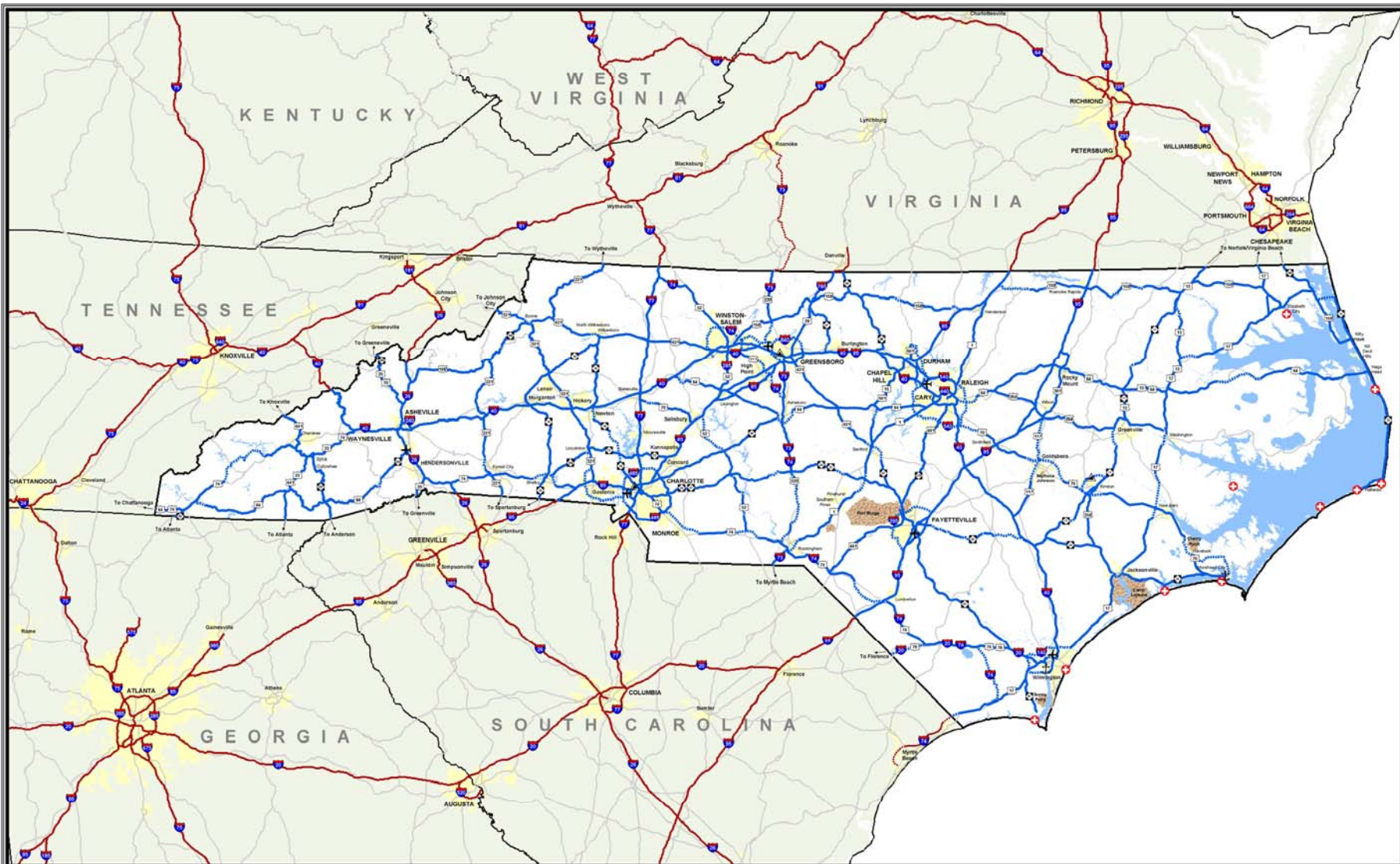
Objective Criteria

- **Mobility:** Significant Traffic Volumes and Vital to the State's and/or Region's Interest
- **Connectivity:** Provides a Connection between Activity Centers (Cities, Hospitals, Universities, Military Bases, Airports, Intermodal Terminals)
- **Interstate Connectivity:** Provides a Connection between Existing and/or Planned Interstates
- **Interstate Reliever:** Currently Serves or has Potential to Serve as a Reliever Route to an Existing Interstate Facility

Other Factors

- Hurricane Evacuation Route
- Cited in Prominent Report (ex. Rural Prosperity Task Force Report)
- Part of a National, Statewide, Economic, or Military Highway System (ex. NHS or STRAHNET)

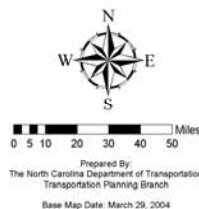




Proposed Corridors

DRAFT: Map Subject To Change

Date: July 20, 2004



Legend

Strategic Highway Corridors

- Existing
- - - - - Currently Planned on New Location
- Interstate
- US/Other Route

- ⚓ State Port
- ✈ Major Airport
- △ Intermodal Connector
- ⚓ Coast Guard Station
- ⚓ Major Military Base
- Urban Area
- Water Features

Facility Types

Definitions of Different Facility Types for all Strategic Highway Corridors

Primarily Based on Level of Access, Median, Driveways, and Traffic Signals

- Freeways
- Expressways
- Boulevards
- Thoroughfares

Freeways



- High Mobility, Low Access
- 55mph or Greater
- Minimum 4 Lanes with Median
- Connections Provided only at Interchanges; All Cross Streets are Grade-Separated
- No Driveways
- No Traffic Signals
- Examples: I-40, I-95, US 64 Between Rocky Mount and Williamston, US 52 between Lexington and Mount Airy

Expressways-Type I



- High Mobility, Low Access
- Speed Limit: 50 to 60 mph
- Minimum 4 Lanes with Median
- Access at Interchanges for Major Cross Streets, At-Grade Intersections for Minor Cross Streets, Use of Accel. & Decel. Lanes
- No Traffic Signals
- No Driveways
- Median breaks for U-turns or Left-overs
- Examples: US 70 around Goldsboro, US 117 North of I-40

Expressways-Type II



- High Mobility, Moderate Access
- Speed Limit: 50 to 60 mph
- Minimum 4 Lanes with Median
- Access at Interchanges for Major Cross Streets, At-Grade Intersections for Minor Cross Streets
- No Traffic Signals
- Some Driveway Access Allowed but Right-in/Right-out only. Use of Accel. & Decel. Lanes
- Median breaks for U-turns or Left-overs
- Example: NC 24 between Kenansville and Beulaville

Boulevards-Type I



- Moderate Mobility, Low Access
- Speed Limit: 30 mph to 55 mph
- Minimum 2 Lanes with Median
- At-Grade Access at Major and Minor Cross Streets
- Traffic Signals Allowed
- No Driveways Allowed
- Median breaks for U-turns or Left-overs
- Examples: US 70 Between Clayton and Goldsboro, NC 55 (Holly Springs Bypass)



Boulevards-Type II



- Moderate Mobility, Moderate Access
- Speed Limit: 30 mph to 55 mph
- Minimum 2 Lanes with Median
- At-Grade Access at Major and Minor Cross Streets
- Traffic Signals Allowed
- Driveways Allowed but Access may be Restricted to Right-in/Right-out; Major Driveways may be Allowed Full Movements
- Some Mid-block U-turns

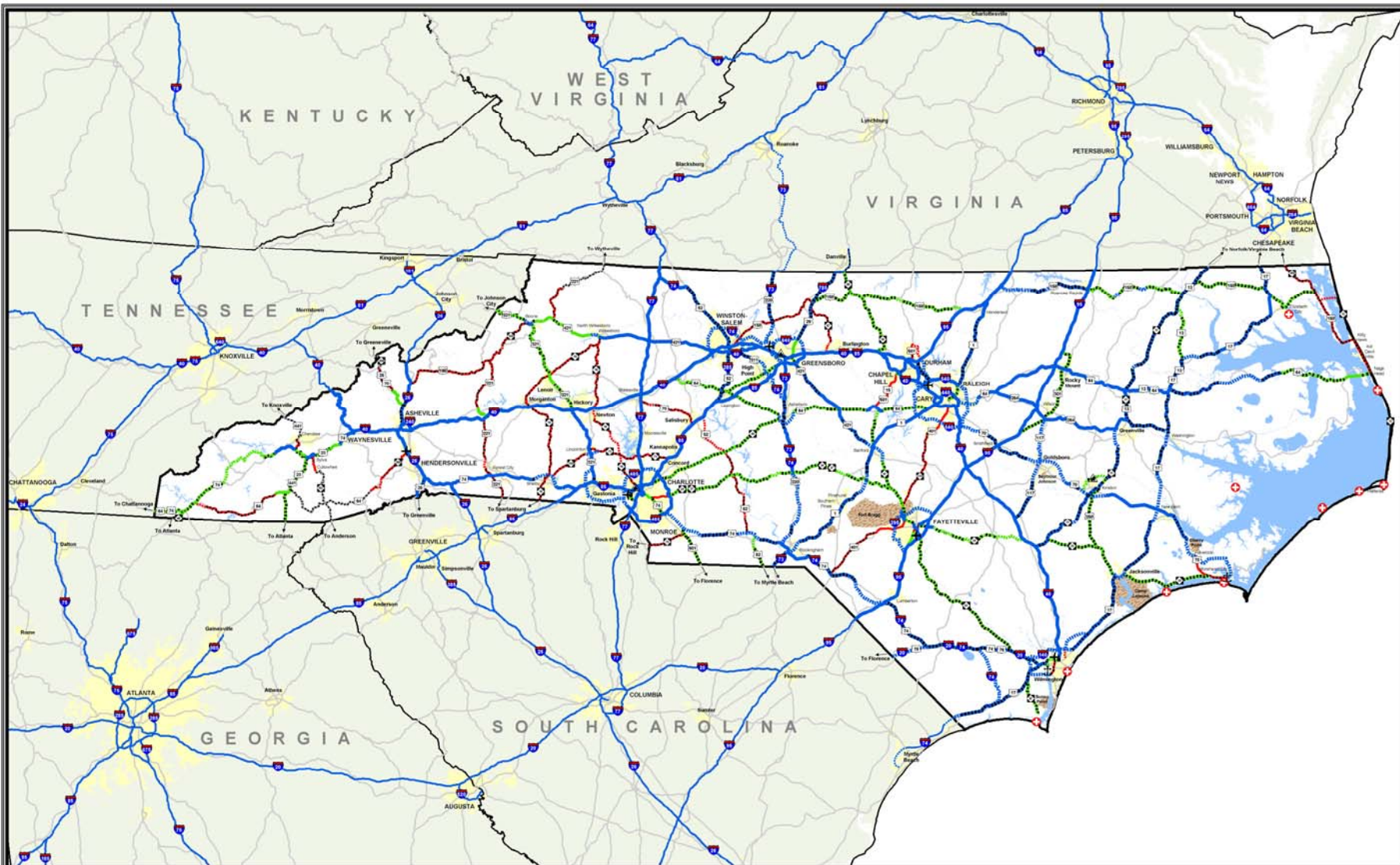


- Examples: US 70 between Smithfield and Goldsboro, NC 132 (College Road), NC 11 from Kingston to Greenville US 17 in Brunswick County

Thoroughfares



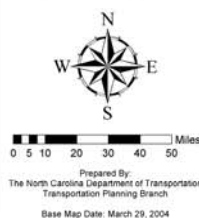
- Moderate to Low Mobility, High Access
- Speed Limit: 25 to 55 mph
- Minimum 2 Lanes; No Median; Includes Facilities with a Continuous Left Turn Lane
- Connections - At-Grade Intersections
- Traffic Signals Allowed
- Examples: NC 168 in Currituck County, US 64 between Columbia and Manteo



Vision Plan

Adopted by The North Carolina
Board of Transportation

Plan Date: September 2, 2004



Legend

Freeways

- Existing
- Needs Upgrade
- Recommended

Expressways

- Existing
- Needs Upgrade
- Recommended

Boulevards

- Existing
- Needs Upgrade
- Recommended

Thoroughfares

- Existing
- Needs Upgrade
- Recommended

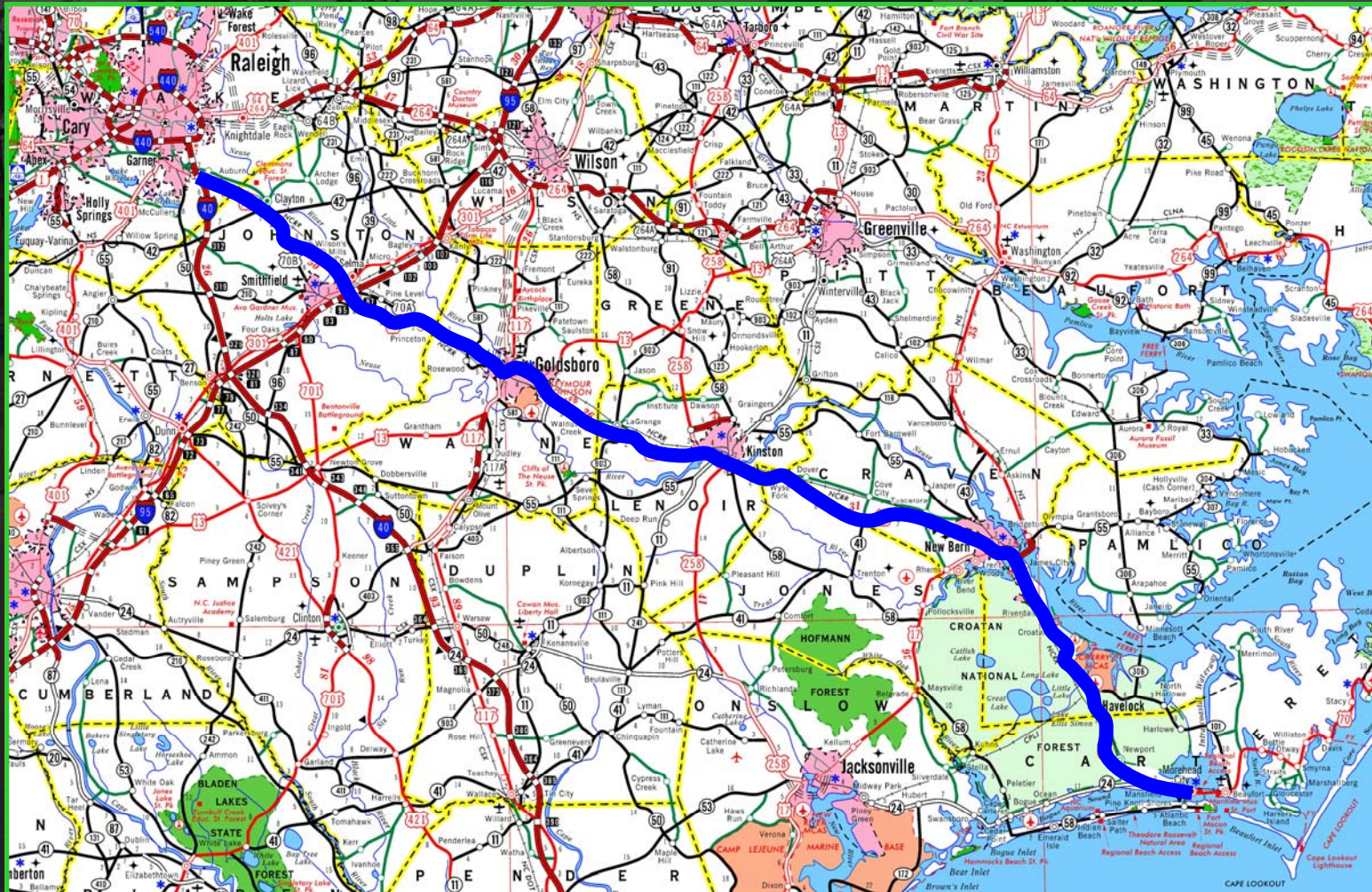
- US/Other Route
- State Port
- Major Airport
- Intermodal Connector
- Coast Guard Station
- Major Military Base
- Urban Area
- Water Features

What NCDOT Is Going To Do

1. Develop Policy that Supports Strategic Highway Corridors Concept
2. Create a Long-Term Vision for each Corridor
 - Up Front Coordination with State and Federal Agencies
 - Conduct Corridor Studies (3 Underway)
 - US 64/NC 49- Pilot Study
 - US 17 in Brunswick County
 - NC 73 Transportation/Land Use Study

Corridor Studies

Looking at the Big Picture...



Corridor Studies

Outcomes

- Technical Analysis of Existing Facility
- Determine if Existing Facility is Impracticable and New Facility Sections are Needed
- Recommendations on Interchanges
- Environmental Analysis
- Passenger and Freight Movement



Corridor Studies

Outcomes

- Functional Design
- Land Use and Integration
- Short-Term Plans
- Public Involvement
- Cost Estimation



What NCDOT Is Going To Do

3. Consideration of Strategic Highway Corridors in Planning and Design Process (Incorporate into Transportation Plans, Roadway Improvements)

- Ex: If Project Involves Connection of 2 Strategic Highway Corridors, Consider Higher-Speed Interchange Designs

4. Stress Protection of Strategic Highway Corridors

- Ex: Closer Inspection of Driveway Applications and Traffic Signals along Corridors





HOME

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NCSMARTLINK
NCGOV

- Overview
- Maps & Presentations
- Corridor Studies
- Public Involvement
- FAQ
- Links
- Statewide Transportation Plan

HOME

Strategic Highway Corridors



The Strategic Highway Corridors (SHC) concept is an exciting initiative to protect the mobility function of critical highway facilities. The concept provides an opportunity for NCDOT and its stakeholders to consider long-term vision, consistency in decision-making, land use partnerships, overarching design, and operational changes on key routes across the state. The SHC concept articulates a new planning direction for North Carolina, providing a tool for NCDOT to protect critical facilities and avoid short-sighted decision-making.

The SHC concept is still under development so please check back periodically for updates.



The North Carolina
Department of Transportation
Transportation Planning Branch

<http://www.ncdot.org/planning/tpb/shc/>

Summary

Mobility and Connectivity

Economic Prosperity

Environmental Stewardship